

COUNTRY Germany (Soviet Zone)

TOPIC Brand Airfield

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EVALUATION see below

PLACE OBTAINED

25X1A

DATE OF CONTENT 5 to 27 January 1952

DATE OBTAINED 25X1

DATE PREPARED 12 February 1952

REFERENCES 25X1A

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

SOURCE

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1. Between 15 and 19 January 1952, Brand airfield was occupied by 27 twin-jet aircraft, 1 biplane, 12 tank trucks and 30 trucks including some with hoisting gears. (1)

The twin-jet planes had plexiglass noses.

(3) Flying was practiced on all observed days in any weather. The take-offs were made individually. The aircraft were airborne 8 seconds after the brake blocks were removed.

2. At the time of observation, the fuel dump of the field had a capacity of 600 cubic meters. Captain Mironenko (fnu) ordered the capacity increased by 600 cubic meters. The required containers had not yet arrived. (4)

3. The entire airfield was blocked. Very strict controls were also enforced in the field area. Germans were prohibited to approach the aircraft dispersal areas.

4. For the narrow-gauge field railroad station where the cars were shunted, the following numbers of cars loaded with military equipment arrived for the airfield between 12 December 1951 and 7 January 1952: 49 on 12 December; 8 on 18 December; 12 on 25 December; 49 on 27 December; 11 on 28 December; 78 on 29 December; 13 on 31 December; 45 on 1 January and 5 on 7 January. (5)

5. On 16 January, source observed that LVD Major Blizyev (fnu) had returned to order. According to Mironenko, Blizyev primarily acted as an LVD officer attached to the air force construction staff. LVD Senior Lieutenant Aleksioyef (fnu) arrived in Brand for the first time. He probably is assigned to the tactical unit stationed there. He wore a green ribbon around his cap, red pipings, red-bordered silver epaulets twice braided, with two stars and hammer and sickle. (6) Mironenko said that he was appointed inspector of Neu-Molzow, where construction work was continued by the Dresden Bauunion under the supervision of Jahn (fnu). (7)

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6. During the period from 21 to 26 January, the field was occupied by an estimated 340 to 400 soldiers and 40 officers who wore blue-bordered golden epaulets. The ranking officer was a lieutenant colonel. Twenty-seven twin-jet planes, [redacted]

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[redacted] were closely parked in the dispersal area. (3) Four biplanes were also observed at the field. The planes were covered with olive drab tarpaulins which were tied up under their fuselages. Flying was practiced by type-30 planes which took off individually, every day except the morning of 26 January.

7. A searchlight mounted on a truck was observed at the western perimeter of Krausnick on the extension of the runway. At night, the searchlight rotated at a constant speed. [redacted]

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[redacted]

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8. The field was observed between 7 and 27 January. On 24 January, the field was occupied by 25 type-27 and type-30 aircraft. [redacted]

[redacted] (3) Two PO-2s were also parked at the field. Jet aircraft practiced take-offs and landings during the day. PO-2s flew at night. During night flying, the field was lighted, and a rotary searchlight near Krausnick was in operation.

Comments:

- (1) According to concordant statements by other sources, the bomber regiment in Brand is equipped with 27 type-27 and type-30 planes in addition to an undetermined number of PO-2s. The present location of the other aircraft of type 27 and type 30 which were observed with the regiment in Branienburg has not been determined.

- (2) [redacted] 25X1

- (3) [redacted] 25X1

The two colors were previously observed with the regiment in Branienburg. However, it is not known which numbers are assigned to type-27 and type-30 planes and whether there is a numbering system within the organization of the regiment. 25X1A

- (4) For pin-point location of fuel dump, see [redacted]. According to this previous report, 11 of 16 fuel containers were underground. According to another source, 10 of the containers had a total holding capacity of 475 cubic meters. Therefore, it is believed that the reported total capacity of 600 cubic meters may be correct. If the capacity of the dump is doubled, as allegedly planned, Brand airfield would be provided with a fuel capacity twice as large as is believed to exist at other airfields of the Twenty-Fourth Air Army occupied by fighter and ground attack units. This would meet the increased requirements for the twin-jet bombers at the field.

- (5) Only the first two shipments were mentioned in transportation reports. The statements made by source which are very probably correct indicate that the reports transmitted by special transportation sources are far from complete.
- (6) The names and ranks of all the officers are known except that of the new LVD officer.

- (7) According to other reports, it was expected that construction at Welzow airfield, which was discontinued in October 1951, would be resumed. This is the first report that work was actually resumed.

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